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CENTRAL INTELLIGENCE AGENCY
WASHINGTON 25, D.C.

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MEMORANDUM FOR : Director, National Reconnaissance Office

SUBJECT : Briefing Outlines for PSAC Panel Briefing

Reference : D/NRO Memorandum, "Presentation to PSAC Panel for NRO Matters, [redacted] dated 9 July 1965.

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Attached herewith are briefing outlines for [redacted]

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25X1 OXCART, ISINGLASS, [redacted] prepared for the Dr. Land Panel PSAC meeting scheduled for 21 July 1965.

[illegible] Jack C. Ledford

JACK C. LEDFORD
Brigadier General, USAF
Director, Program B, NRO

Attachments:
Four Briefing Outlines

NRO and USAF review(s) completed.

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[redacted]

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TOP SECRET

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Attachment to

25X1

BRIEFING

FOR

PSAC LAND PANEL

15 MINUTES

PROGRAM BACKGROUND AND CURRENT OBJECTIVES/REQUIREMENTS

PROBLEMS

Inlet, electronic inlet control et al., debugging aircraft systems and components, equipment reliability and range performance.

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DETACHMENT

Summary status

AIRCRAFT MODIFICATION PROGRAM

Objective to standardize latest configuration to improve range, reliability, structural strength, and increase mission duration capability.

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BLACK SHIELD

Plan, intended operational coverage, expected performance and status

Cameras

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SUMMARY FUTURE OBJECTIVES

Validate BLACK SHIELD aircraft and systems performance and reliability

Optimize aircraft and systems performance and range.

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Attachment to- [redacted] 25X1

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BRIEFING

FOR

PSAC LAND PANEL

30 MINUTES

INTRODUCTION

History, requirement

AIRFRAME

Profile, missions, aerodynamics, structure

ENGINE

Background, high pressure technology, testing

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CONCLUSION

Technical confirmation program

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OXCART PSAC LAND PANEL BRIEFING

NOTES

1. PROGRAM BACKGROUND AND CURRENT OBJECTIVES/REQUIREMENTS:

OXCART was started in 1959 as a successor to the U-2 and contractor go-ahead given in February 1960.

SYSTEM:

Mach 3.2 aircraft capable of flying in excess of 80,000 feet with a range of 4,000 n.m. and incorporating minimum radar cross section features to reduce enemy detection. Sensor equipment: camera with 60 n.m. swath and 1 ft. resolution.

FIRST FLIGHT:occurred 30 April 1962.

At present we have a two place trainer aircraft, 2 flight test aircraft operated by Lockheed and 8 operational configured aircraft under Detachment control. Two aircraft have been lost in crashes.

All aircraft have flown more than 1,380 flights and 1,950 hours.

(A chart on breakdown of significant times will be available.)

CURRENT OBJECTIVE/REQUIREMENT:

Develop a capability to enable deployment of aircraft to Kadena, Okinawa, this fall if needed as a contingency to back-up other collection systems for use against China and SEA.

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2. PROBLEMS:

The major problem over the past two years has been to make the aircraft inlet to perform acceptably and reliably. In addition to incorporation of fixes to the inlet, we concurred in Kelly Johnson's recommendation to install a back-up inlet control undergoing test and debugging since we believe that Kelly understands the problem and is on the right track. In addition, we have reached a point where we are getting down to the simple basics of debugging the aircraft systems to give us the reliability needed for operational use. The trend has been slow but proceeding in the direction of improved reliability and performance. Unfortunately, Kelly's preoccupation with the inlet problems slowed-down a concerted attack on the debugging problems until recently. Range performance optimizing has been slow due to the foregoing problem effort but high on the priority flight test requirement list.

3. DETACHMENT:

25X1 [redacted] The major aircraft systems, such as the INS, have been performing reasonably well. The two primary camera systems, Perkin-Elmer and Eastman-Kodak, have performed up to expectations. A third camera system, a 48' Hycon system, now is undergoing

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flight test. No unusual problems have been encountered in window temperatures though we have not tested the camera at sustained Mach 3.2 flights. We, however, anticipate no problems. [redacted] 25X1

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25X1 [redacted] The major problem in the Detachment is getting aircraft through a modification program and in the air for reliability validation flying.

4. AIRCRAFT MODIFICATION PROGRAM

Detachment aircraft are undergoing modifications to standardize configurations intended to improve range and performance, reliability, structural strength, [redacted] 25X1

25X1 [redacted] and increase mission duration capability.

(A chart will be available amplifying this)

Following receipt of aircraft from the modification program, the Detachment will perform validation and operational readiness confirmation flying and evaluation. Two modified aircraft have been received by the Detachment and two more will be available this month.

5. BLACK SHIELD

REQUIREMENT - overflight China and SE Asia; maximum of 4 missions per month during a 60 day period.

Plan to deploy 3 modified aircraft, 4 pilots, people

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25X1 and equipment [redacted] to Kadena, Okinawa, for sixty day stagings. SAC will support this staging with KC-135 tankers and the Air Force with airlift and facilities et al. This movement of aircraft, people and equipment [redacted] 25X1

25X1 [redacted] will result in an inability to perform simultaneously Cuban (SKYLARK) missions [redacted] If a permanent 25X1

staging to Kadena occurs or a SKYLARK capability is required simultaneously, we must get more people and GSE [redacted] 25X1

(Display BLACK SHIELD Coverage Map Chart)

This range noted and operational planning is based on conservative minimum demonstrated capability performance of the aircraft. (Optimization of range and performance is still underway and being pursued by the two flight test aircraft under Lockheed direction and control.)

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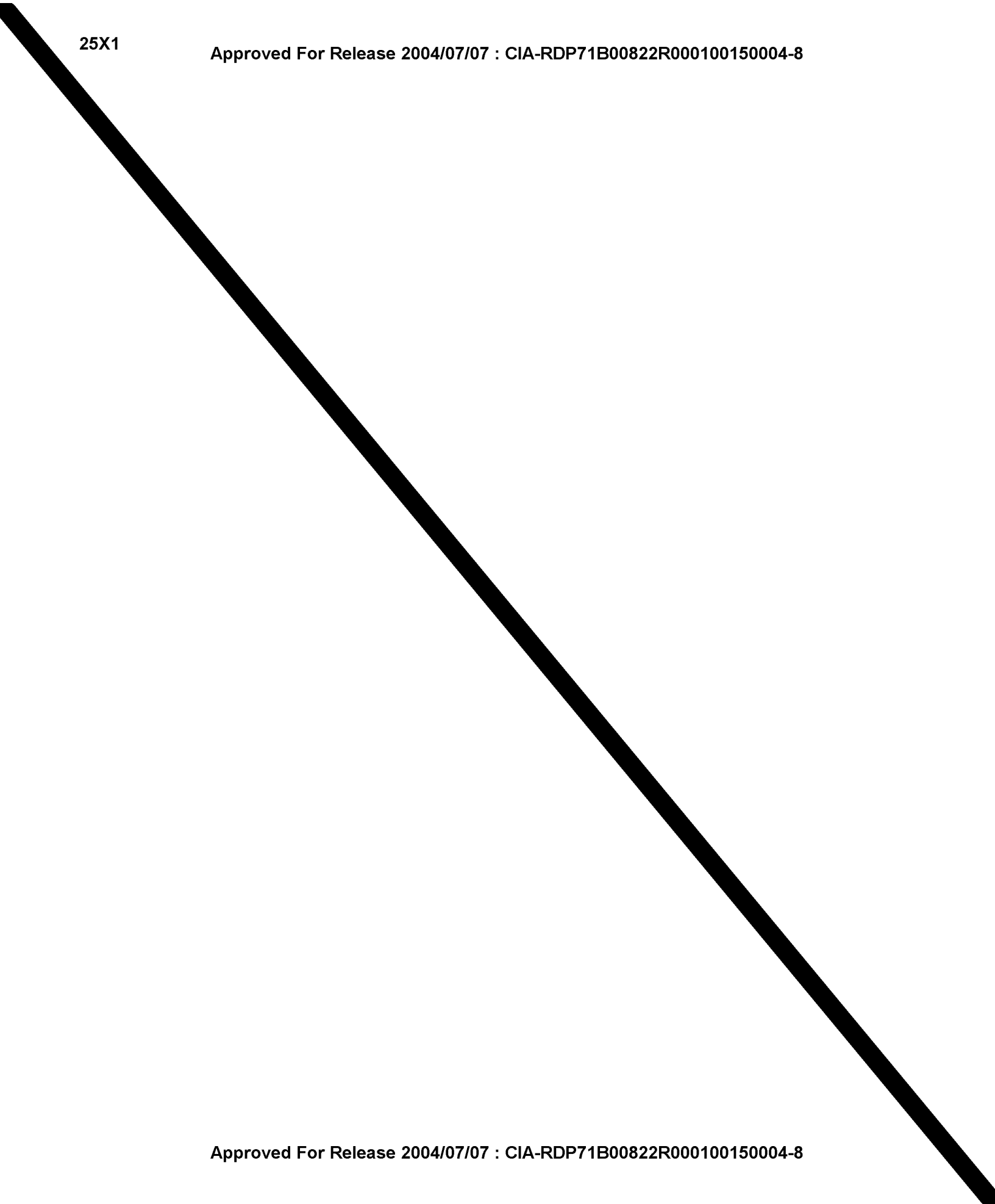

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7. SUMMARY FUTURE OBJECTIVES

We are now deeply involved in operational planning and aircraft performance and reliability validation program of Detachment operational aircraft to meet a BLACK SHIELD or similar requirement this year.

The flight test aircraft program, under Kelly Johnson, is to be continuously involved in optimizing systems performance and range improvements through increasing longer range flights in addition to work in direct support of BLACK SHIELD aircraft validation and problem areas.